

Are You Going Motoring This Summer; If So Listen to What Expert Says

(Continued from page one)

as quinine, aspirin, castor oil, liniment and bicarbonate of soda; likewise bandages, abdominal cotton, hot bats, plaster and liniments for first aid in case of accidents.

Last, but not least, is the matter of proper clothing. The two essentials are waterproof outer and inner undergarments. Proper footwear is vital importance, the best combination being woolen socks and moccasins.

Women are coming to wear practically the same clothing as men for auto-camping, fashions notwithstanding this recipient being now a thing of the past.

TENT OR TRAILER?

The initial problem confronting every prospective motor camper relates to the choice of tent or trailer.

Unless his intends to sleep in some building in which can be easily classed as a camper at all, he must decide at the outset whether to rely on a tent or trailer.

Each has its advantages and disadvantages, and both are used extensively by tourists, though it is understandable that the number of tents is greatly in excess of the number of trailers at the present time.

The underlying reason for this preponderance of tents is the smaller initial cost of a tent outfit, many motorists finding it advisable to sacrifice something in the way of convenience for the purpose of economy. Of course this difference in cost is very largely offset when the use of the party extends from the use of the larger tents naturally heavier outfit than those meant to accommodate one or two or three persons.

Questions of Mobility

A trailer outfit can be moved far more quickly than even the most ingenious of motorists, but is appreciably less mobile on account. It may be safely stated that trailers are more mobile in numerous country, where grades are steep and sharp turns frequent. In fact there are some regions where they are the only source of travel, particularly where the driver is inexperienced in mountain driving.

It gives more freedom of action, though requiring a little more time to pack and take down.

MUNICIPAL AUTO CAMPS

One of the most remarkable outgrowths of the new era of motor-camping life is the establishment of a vast number of municipal and semi-private camps, minute in all sections of the country for the comfort and convenience of the tourist, increasing year by year.

When it became evident that this form of outdoor camping was not destined to disappear in a few years ago, some of the more progressive communities in the western states saw the commercial possibilities involved and determined to try for their share of the tourist traffic by establishing ready-made camping grounds as near as possible to the business centers of the country.

Many of these municipal camps were sponsored by the local chamber of commerce, though occasionally the municipality had it in control innumerable cities and even in some cases they were incorporated by the town authorities themselves.

The first camps established naturally were somewhat crude and deficient in equipment, but the fundamentals of successful camping were soon thrown aside. Dozens of facilities were at once available.

Development of Camps

As the number of camping motorists increased, however, the competition between various municipalities became much more keen, with the result that many additional conveniences were introduced.

First one town and then another added new features and combinations to the camp sites. While others went still farther and installed such things as complete equipped kitchens, laundries with electric washing machines and trucks, post bags, electric lights, gas for cooking and lighting, filling stations, supply stores, and even free laundry information bureaus.

Recently the independent associations were made to determine the standard and distinctive

WHERE SHALL WE TOUR?

In the past few years there has been such a marked improvement in roads throughout the country that comfortable auto touring is possible now in regions which long ago were accessible only by railroad and wagon.

This is particularly true of certain sections of the far west, the north and the southern mountains.

Before the World War there was

little touring between the mountain states and Florida, owing to the poor condition of certain mountain highways in Virginia and Georgia, but eventually

most every major highway

The Prairie Plains between the Missouri river and the Rocky Mountain base, and yet been built up so abundantly, in the last few years, that the great majority of tourists, though not traveling over the dirt roads of that region, are frequently forced to follow difficult trails or live

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